


PUBLIC COMMENTS (PC)-D

PC-D1

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Samy Dang
Organization: Lebar Union
Address (Optional): 6241 Warner #114 Huntington Beach
Phone Number: 714-260-3792 Email address: _____

Comments: TO make more job for everyone

(Space for comments continued on reverse)

PC-D2

Richard & Suzanne Davies

4756 Hazelnut Ave.

Seal Beach, CA 90740

562-430-5593

July 11, 2012

Smita Deshpande Caltrans District 12;

I am concerned about the upcoming widening of the 405 between the 73 and the 605. I feel the effect of suddenly reducing the number of lanes (depending which option is selected) down to the current four (4) lanes at the Orange County/LA County border will cause a constant, consistent bottle neck type backup south from that point of monumental proportions. And, since no one has indicated any scheduled project to widen the 405 north past the border, the situation would continue for an undetermined length of time. Most likely years if not decades given the current conditions.

We all, being residents of Southern California, have had to learn to live with these types of condition in our day to day lives. What makes this situation different is the close proximity of Seal Beach Leisure World, a large senior community at the very epicenter of this tremendous traffic bottle neck coming our way.

PC-D2 Continued

PC-D3


The Leisure World community has a disproportionate number of citizens that tend to be breathing and/or mobility challenged and would suffer greatly from the added pollution generated by a constant traffic jam bottling up countless number of idling cars for countless hours. We owe our senior citizens a duty not to subject them to such a dangerous set of conditions for an unknown length of time

The solution that I would recommend for this problem would be to cut off the widening of the 405 at the Valley View exit of the 405 moving the inevitable bottle neck further south until the widening north of the LA/OC county line would allow for a continuous flow of traffic past this vulnerable community and not expose the frail residents to extreme amounts of airborne pollutants.

Granted this just moves the problem to someone else's backyard but that someone else would have a better chance to survive this project since they would have the potential of being younger, more mobile and in better health from the start.

My business is providing care to the elderly in this general area so I am not just speaking in the abstract. I have several clients in Leisure World with COPD as well as other ailments that this project could have a negative impact on. Please give my point's serious consideration.

Sincerely,


Dick & Sue Davies

Cc: Assemblyman Jim Silva State Senator Tom Harman

Congressman Dana Rohrabacher Seal Beach Mayor Michael Levitt

Council Member Dist 4 Gary Miller

From: scott davis [sdimperial@sbcglobal.net]
Sent: Monday, June 18, 2012 3:55 PM
To: Parsons, 405.dedcomments
Subject: Seal Beach College Park East

Gentlemen,
With all your degrees, knowledge, and experience, I'm sure you can come up with a solution so as not intrude into our neighborhood College Park East. The 10 ft. of space on Almond Ave. you are proposing to take is used daily for walking, biking, and parking of vehicles. Reasonable thinking would be to take the 10 ft. on the south side of the 405 freeway, where there is plenty of available space.

Regards,

Scott J. Davis
College Park East Resident


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cont.

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PC-D4

PC-D5



I-405 Improvement Project

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☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>PAUL DEAN</u>	
Organization: <u>Labor Local 652</u>	
Address (Optional):	
Phone Number: <u>714-366-5433</u>	Email address: <u>pauldean@yahoo.com</u>

Comments: 405 IS A NIGHTMARE TO DRIVE DURING
COMMUTE HOURS AND THE EXTREME HEAVY
TRAFFIC CONGESTION DEGRADATES MOTORISTS
QUALITY OF LIFE. THIS MAIN TRANSPORTATION
ROUTE HAS TO BE WIDENED TO ACCOMMODATE
OUR GROWING POPULATION OTHERWISE TRAFFIC
WILL COME TO A STANDSTILL WITH EVER
INCREASING USAGE. Paul D

(Space for comments continued on reverse)

From: Steve Dees [Steve@cottifoods.com]
Sent: Friday, May 25, 2012 11:56 AM
To: Parsons, 405.dedcomments

My house backs up against the Magnolia exit (north) off the 405 north bound lanes. I am currently in a "flood plain" will the status of the flood plain change with the construction of the 405? } 1

PC-D6

From: Ddelaterre@aol.com
Sent: Monday, June 25, 2012 12:42 PM
To: Parsons, 405.dedcomments
Cc: miller.sb.district4@earthlink.net
Subject: (no subject)

To Whom it May Concern,

I have reviewed the plans for the proposed project for the 405 Freeway from the 73 Freeway to the 605 Freeway. I see no need for additional changes from Valley View Street to the 605 Freeway. It is already being improved.

Our home is in College Park East at the end of the tract that will have the most impact relative to this new proposed project. We are already enduring freeway construction since 2010 that will continue thru 2014. I am appalled to think that we will have to endure an additional 5 to 6 years of freeway construction. This will be a total of 8 to 9 years exposure to ongoing construction with all of its negative impacts. Noise pollution, air pollution, dirty filth on everything including our homes and automobiles. In addition those people living on Almond Avenue will be living literally next to the freeway. Also there is the matter of the lessened property values we will all endure in our neighborhood as a result of all of this. After completion if this project occurs, the noise level from the additional traffic on the freeway will be impossible to bear. } 1

CalTrans in particular has done a horrible job of coordinating these projects. In the area from Valley View to the 605 all of the improvements should be done now. It is interesting to note no improvements will be done on the 405 from the 605 interchange northward on the 405. Thus the traffic will constantly back up right outside of our tract causing more problems because it will go down to 2 lanes in each direction on the 405. The current West Orange County Connectors Project should be completed with no additional freeway work done beyond Valley View with respect to the proposed 405 improvement (sic) project. } 2

We will definitely be at the meeting on Tuesday. There should have been much more notice than this. It appears this is a project CalTrans is trying to sneak by our neighborhood. I am very angry about this entire proposal. It will ruin our neighborhood. } 3

Diane Delaterre
 4849 Dogwood Ave.
 Seal Beach, CA 90740
 562-431-4602
 ddelaterre@aol.com

C-D7

From: DelMonico [jddelmonico@verizon.net]
Sent: Friday, June 15, 2012 10:44 AM
To: Parsons, 405.dedcomments
Subject: No moving the sound wall at the 405/605 interchange

Concerns/Comments re: the proposed expansion of the 405.

Any scenario that involves tearing down and moving the soundwall in Seal Beach along Almond avenue is unacceptable

- Any period of time without any part of the wall is unacceptable in our neighborhood. The noise would be completely intolerable not only from the construction, but from the freeway. Could you sleep with nothing between your home and the 405? How do you expect our children to?
- I am confident that the noise level while there is no wall violates any number of environmental issues in the study that were glossed only looking at the final result. The final result will certainly be bad enough for us, but the rebuild is completely intolerable.
- There is absolutely no way they can build a new wall before tearing down the old (not enough room for the workers and equipment between the two structures).
- No one knows how long the wall will be down because "they haven't looked at that closely yet". That answer is completely unacceptable given how long it could potentially be down.
- There will still be a backup as you approach the 605 because LA County is not do any expansion there. THAT BACK UP WILL FURTHER BOTTLENECK OUR EXITS AND CREATES FURTHER POLLUTION IN THE HOMES & COMMUNITIES BORDERING THE 405
- Our property values will likely decrease – almost certainly during the period where the wall is being rebuilt and it is non-existent, and even afterwards because we will lose the landscaping we currently enjoy, not all of the wall will be uniform as not all of it is moving, and because the noise and pollution will be that much closer to our homes. In addition, our exits will be bottlenecked by the narrowing of lanes at the county line so getting to and from our homes will be perceived as more challenging instead of an improvement.
- Pollution will only increase in an area that already has more than its fair share of black soot on everything.
- We will lose 1 side of parking on Almond. This may not seem like a big deal at first blush, but our street sweeping does one side of a cul de sac at a time, and several of our cul de sacs have limited to almost no curb parking. What happens when the street sweeper is coming down the side of Almond that has parking – where are those cars supposed to go? Blocks away?
- We have enjoyed that wider street now for several decades and a more narrow street will affect the safety of our children, bicyclists, roller bladers, runners, walkers, dog walkers, and the elderly who prefer to use their walkers on the road instead of the bumpy sidewalk. And that list is not all inclusive as many of our residents use Almond to access our parks.
- Measure M did not approve Alternative 2 and 3, only Alternative 1.
- I lack faith that the builders will truly make rebuilding the wall a priority – what if something happens and we don't get our wall back for a long time or at all!
- Power outages for the entire neighborhood as power lines are relocated is unacceptable
- We are equally concerned for our neighbors in Fountain Valley who will lose jobs and revenue for the city when 4 of their businesses are uprooted. I know there is talk about relocating them, but so much of a business's success is dependent on its location – it is unlikely to be a move up for them.
- We will lose trees in Almond Park if the wall is moved at all in that area. The plan right now is to not move that part, so why do you have to move the adjacent parts????
- It seems that either Alternative 2 or 3 will create more lanes of traffic outside our neighborhood by just moving the bottleneck to the LA Count/Orange County interface on the 405. The result is we'll have MORE pollution and noise in our neighborhood as the freeway clogs right at the border, and all those extra cars have nowhere to go with no other freeways expanded. The 605 northbound has never been an issue; the majority of the traffic backup is caused by the 405 north of OC, and expanding the freeway to the border not only fails to address the issue it makes the pollution worse in this area as more cars are backed up more hours of the day on the freeway. The added pollution could be significant for all of us, especially children with asthma, and elderly people with emphysema/COPD, bronchitis, or asthma.

Proposals:

- Go with Alternative 1 as approved by the voters in Measure M

PC-D7 Continued

- Narrow the shoulder by a few feet where necessary to avoid moving the wall at all – bridges don't have to have a 10' foot shoulder, so having small sections with smaller shoulders should be achievable without having to make changes to the soundwall.
- Start eliminating one of the General Purpose lanes early to avoid moving the wall
- Consider light rail or some other public transportation.
- Lobby the heck out of the Navy to give a few feet where needed on their side – we don't need 10 feet all the way, just occasionally
- DO WHATEVER IT TAKES NOT TO MOVE THE WALL!!!!!!!!!!!!

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cont.

We do not want this freeway project to effect our beautiful neighborhood.

Regards,

Debi DelMonico

PC-D8

From: Demmon, Steve [sdemmon@lacs.org]
Sent: Thursday, July 12, 2012 1:54 PM
To: Parsons, 405.dedcomments
Subject: 405 widening proposals.

I absolutely would add 2 general purpose lanes in each direction. Please do not add toll lanes. We taxpayers have already paid for the use of the freeway system many times over.

1

Steve Demmon
 Los Angeles County Sanitation Districts
 Energy Recovery Section
 13130 Crossroads Pkwy. Industry, Ca. 91746
 562-908-4288 X6106
sdemmon@lacs.org

PC-D9

From: Sunset Survival & First Aid [info@sunsetsurvival.com]
Sent: Monday, July 02, 2012 8:24 PM
To: Parsons, 405.dedcomments
Subject: Proposed 405 widening - public comment

Hello,

I have been a resident of Huntington Beach since 1973 and would like to comment on the proposed widening of the 405 Freeway in Orange County.

I am in favor of Alternative 2 - adding two general purpose lanes in each direction. Too often I see all lanes of the 405 clogged with traffic at or near a standstill while the carpool/express lane is empty or has very few cars. It seems to me that we could move a lot more cars at peak travel times by making all the lanes general purpose (including existing freeway lanes, although I know that is not part of the current proposed alternatives under consideration).

Considering the projected Orange County population and traffic increases in the coming years, the most cost-effective alternative would be to go forward with adding two lanes in each direction at this time. Going ahead with this major construction project to add only one lane each way would cause years of disruption to the communities close to the 405 Freeway with relatively minimal improvement to traffic conditions. How costly it would be, in terms of public dollars and impact upon the community, to complete a one-lane-each-way expansion project years from now, only to already be in need of another new freeway expansion project to manage the increase in traffic flow we already know will be here in the very near future.

Thank you for your time.

Debbie Depin
President
SUNSET SURVIVAL & FIRST AID
div of Huntington Beach Sunset, Inc.
16835 Algonquin #142
Huntington Beach, CA 92649

email: info@sunsetsurvival.com
phone: 714-369-8096
fax: 714-625-8582
website: www.SunsetSurvival.com

PC-D10

From: Chris De Rose [chris@firsttravelca.com]
Sent: Tuesday, July 17, 2012 8:31 AM
To: Parsons, 405.dedcomments
Subject: Stop the Toll Lanes & Car Pool Lanes

Our tax money pays for freeway construction, everybody should be able to use all lanes. I vote for option 1. Stop milking the public.

Chris DeRose
First Travel of California
714-974-7400 x 210

PC-D11

From: Shelley DeRose [coho105@socal.rr.com]
Sent: Tuesday, July 17, 2012 1:12 PM
To: Parsons, 405.dedcomments
Subject: OPTION 1

Importance: High

I would vote for number 1...ABSOLUTELY !!!!!

PC-D12

From: Lou Desandro [ludesandro@yahoo.com]
Sent: Tuesday, July 17, 2012 10:17 AM
To: Parsons, 405.dedcomments
Subject: 405 Freeway widening- Alternative 3

I would like to voice my opposition to the 405 Freeway widening proposal Alternative 3. From every perspective, this proposal makes no sense. In recent years, projects in Costa Mesa to modify the Harbor Blvd-405 interchange and the Fairview Ave-405 bridge have been completed and the improvement at those locations has been outstanding. It is impossible for me to imagine that these new interchanges and 14 freeway lanes through our city on the 405 at these locations are not enough. I and most residents of Costa Mesa just aren't buying it. One can speculate about Federal Highway funds, the creation of jobs, toll revenue, and who really gets served by the 73. Whatever forces are driving this project, I feel that the residents of Costa Mesa are being used and that this proposal is an insult to our city.

Lou DeSandro
1031 Cheyenne St
Costa Mesa

PC-D13

To OCTA
Regarding the 405 Improvement Project

July 13, 2012

For your consideration, my comments are based on driving the 405 freeway almost daily between Seal Beach Blvd and Irvine over the past 35 years. I remember when we worked at Douglas Aircraft on Lakewood and the 405 was gradually being extended into our area of Orange County. I drove from Garden Grove to Irvine for 21 years. At first the trip took 25 minutes. When I retired it took about 40 minutes by carpooling.

Yes the traffic has gotten heavier as Orange County has grown. And I am familiar with the Fast Trak lanes along the 91 because my daughter lives in Perris. I remember many of my co-workers in Irvine being relieved that their commute from the newer housing areas in Riverside County would be helped by the toll lanes.

But the toll lanes proposed are not to expedite commuter traffic. As retirees my spouse and I use the carpool lanes regularly and they are not generally crowded. Since we live off Seal Beach Blvd, we won't be able to access the proposed toll lanes and we will lose the carpool lane unless we are going a long distance. We generally exit at Beach Blvd or Euclid or Fairview or Bristol. We like the intermittent carpool access on the 22 freeway and think this type of access keeps the traffic flowing more smoothly.

The HOV connector project has cost a lot. Why should the taxpayers have to contribute to a toll system that will reap the benefits of the extensive HOV project? I've heard that our lanes between Seal Beach and Valley View are the heaviest traveled stretch of highway in the US. But that is because there are 2 freeways joined together, the 22 and 405. I think the toll proposal is a thinly veiled attempt to cash in on these well traveled lanes. It is not a "needed" toll road.

PC-D13 Continued

I support adding one additional general purpose lane in each direction. As the population grows, another carpool lane can be added taking away one general purpose lane. And in 15 years or so we can add another general purpose lane.

I'm not an engineer. OCTA seems to do a good job with highway and bridge building here in Orange County. But I don't think this is a needed project. Increasing freeway capacity is a good purpose, but creating toll lanes does not appeal to the local users of the 405 and 22 freeways.

Sincerely,

Martha Destra


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Cont.

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PC-D14

PC-D15



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Name (First and Last): <u>Helio Diaz</u>	
Organization: <u>Labar Local 652</u>	
Address (Optional): <u>12871 Dungan Ln Garden Grove CA 92840</u>	
Phone Number: _____	Email address: _____

Comments: The 405 Freeway from 73 to the 605 Freeway is
the busiest in the Nation.

(Space for comments continued on reverse)



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Name (First and Last): <u>JARRED DIAZ</u>	
Organization: <u>LOCAL UNION 582 PLUMBERS</u>	
Address (Optional): _____	
Phone Number: <u>714-472-1831</u>	Email address: <u>jdiazsocal@gmail.com</u>

Comments: Improve traffic flow.

(Space for comments continued on reverse)


PC-D17

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Robert Dickson
Costa Mesa
714-878-2610

PC-D18



I-405 Improvement Project

Public Hearing

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Name (First and Last): <u>Andrew Dominguez</u>	
Organization: <u>Local 552</u>	
Address (Optional): <u>917-2 Oakmont Orange, Ca.</u>	
Phone Number: <u>714-771-6557</u>	Email address: _____

Comments: Improve Traffic Control.

(Space for comments continued on reverse)

PC-D19

From: Graeme Patrick Dore [dore.gp.1@gmail.com]
Sent: Wednesday, July 11, 2012 12:29 AM
To: Parsons, 405.dedcomments
Subject: public comment

Hello,

I wish to comment on the 405 proposed expansion.

I am in favour of options 2 and 3.

I do not know where else the traffic will go if lanes are not added. Idling and slow-moving traffic caused by a lack of capacity has serious implications for the environment and for community health. The environmental costs of the additional greenhouse gas emissions caused by vehicles lingering in gridlock are serious. In addition, there are numerous other toxins needlessly produced by idling and slow-moving traffic such as Nitrogen oxide and sulphurs. These fumes detrimentally impinge upon the populations neighbouring the congested freeways.

I am hopeful you will proceed with options 2 or 3 as soon as practicable. I would also like to see in the future some thought given to one or more reversible lanes to be deployed during peak travel times as well as a raised, reversible express lane to provide additional capacity.

I can understand the concerns of neighbouring communities but the 405 freeway is a vital link. One wonders why those who are now voicing concerns about the expansion of the 405 would have chosen to live in close proximity to what is perhaps the most iconic and surely one the largest freeways in the world.

Best,

Patrick Dore

PC-D20

From: Amy Dosier [amydosier@hotmail.com]
Sent: Monday, June 18, 2012 8:51 AM
To: Parsons, 405.dedcomments
Subject: 405 S. bound @ Euclid St.

Good Morning.

Every week day morning I enter onto the 405 South bound entrance of the 405 Freeway at Euclid St. in Fountain Valley. Over the last week the ramp meter has been turned on. It had not been on prior to that. This is causing traffic problems. The cars waiting to enter the 405 freeway were backed up to Ward St. Cars turning left onto Euclid could not get onto Euclid and cars that didn't realize that they needed to get in line at Ward Street to be in line for the freeway entrance line were blocking traffic as they "begged" to get in...as the waiting cars to get on the freeway were blocking the left hand turn lane for 2 streets. It took several light cycles to get onto the on ramp.

Possible solutions might include increasing the ramp meter speed or turning the ramp meter off like it was before. A traffic engineer should be sent to study the problem from 7:45-8:15a on a weekday.

Thank you for listening. I hope this problem can be resolved.

Amy Dosier

PC-D21

From: Doyle, Laura O [Laura.O.Doyle@boeing.com]
Sent: Thursday, June 21, 2012 1:17 PM
To: Parsons, 405.dedcomments
Subject: Re: NO BUILD!!!!

Additional comment: it is unclear why a decision is being made at this juncture instead of waiting for completion of the current construction and assessment at that time as to whether additional measures are in order. } 1

Thanks.

From: Parsons, 405.dedcomments [mailto:405.dedcomments.Parsons@parsons.com]
Sent: Thursday, June 21, 2012 01:07 PM
To: Doyle, Laura O
Subject: RE: NO BUILD!!!!

Thank you for submitting your formal comment on the Draft Environmental Impact Report/Statement (EIR/S) for the I-405 Improvement Project. Please note, that a response to your comment will be included in the Final EIR/S.

From: Doyle, Laura O [mailto:Laura.O.Doyle@boeing.com]
Sent: Tuesday, June 19, 2012 2:29 PM
To: Parsons, 405.dedcomments
Subject: NO BUILD!!!!

Comments:

We in the local 405/605/22 area have been dealing with the mess of the 405/605 transition. This has resulted in noise, dirt, congestion and dangerous conditions as the relining of the lanes on the 405 is crooked. In addition to the noise associated with the construction, we have also lost mature trees and foliage to accommodate the construction that absorbed some – but not all – of the traffic noise, including from big rigs and other noisy vehicles. The din from freeway traffic has increased significantly. Now you are proposing a continued disruption that will no doubt involve taking homes along the freeway and impinging further upon those of us who did NOT buy the property abutting the freeway because we did not want to deal with the noise, visual intrusion and dirt. } 2

MY VOTE? NO BUILD!

PC-D22

From: alan1967@verizon.net
Sent: Thursday, July 12, 2012 9:26 PM
To: Parsons, 405.dedcomments
Subject: Comments on Proposed 405 Freeway Improvement Project

As a concerned citizen and a homeowner living within 1 mile of the 405 freeway, I have the following comments on the proposed improvements:

1. Given the current congestion and projected increased traffic volume, the “no build” option is not a viable alternative, as there would be major degradation of air quality, mobility, and quality of life. } 1
2. Any of the build options will be costly and disruptive. Therefore, we should adopt an option that gives us the most additional capacity per dollar spent. This appears to be Option 2 or 3, both of which add two lanes instead of one lane. } 2
3. The toll lane (Option 3) should be built only if high occupancy vehicles are allowed to use it without charge. } 3
4. Regardless of which option (1, 2 or 3) is built, the existing sound wall on the north side of the freeway in Seal Beach should not be moved further into the College Park East neighborhood. Instead, the freeway should be expanded to the south by asking the Federal government to donate a strip of land along the northern edge of the Naval Weapons Station. This land is currently vacant and a shift of the freeway in this direction will have no adverse impacts. In exchange for the land donation, the OCTA would pay the cost of relocating the existing Base perimeter fence and security systems. } 4

Thank you for your consideration of these comments.

---Alan P. Dubin---
 12021 Chaucer Rd
 Los Alamitos, CA 90720

PC-D23

From: Judy Duffy [jud.duffy@verizon.net]
Sent: Monday, June 25, 2012 9:31 AM
To: Parsons, 405.dedcomments
Subject: #405/#605 & #73
Importance: High

My name is Judith Duffy, we live in Westminster off Bolsa Chica/Westminster. Our life has been in turmoil for a few years and especially the last year with the freeway construction. Our area is in the "detour" area as well as the "access" area. We cannot determine when we can use the freeway, if we can use Bolsa Chica/Valley View, if Westminster is full of traffic being detoured from Seal Beach or ???????

Signs are cut & pasted, posted upside down/or unreadable - some look like 8" X 10" unreadable or understandable when/if you are stopped, certainly not while driving. It is like a card game. The road is open/closed - I leave driving one way, unable to return the same way... There was a closure with a small sign at Westminster/Bolsa Chica... drove out, turned onto Bolsa Chica to find the road closed ...it just continues. The freeway exit for Bolsa Chica has changed 3 times as your continue diverting, adding - who knows what/when or where...NO MORE!

Now the government/Caltrans is contemplating widening and merging - more of this directly impacting us AGAIN - or STILL! The area you are utilizing is also directly in our path - affecting our shopping, entry to freeway, doctor, shopping - it is just crazy...STOP! Just STOP! We have businesses that are needed in our community that will be impacted - we are being impacted! It's time to let us "enjoy" what has been done - which may take years to appreciate considering the stress and inconvenience we have already endured!

We want to drive down the street and enter onto the freeway or on the street to the grocery store, fast food, doctor, college, shopping... this "merge"/"widening" is just a nightmare to our local economy and our lives. Our entire street and many around are seniors - having lived here more than 30 years...We would like to be able to take back our streets - let us live our lives with some sanity - we would like the have some confidence in leaving our home and knowing where and how we can go for the our needs and not loose any more commercial businesses.

YOU, Caltrans, need to stop - just stop...we have given time, patience and are thoroughly exhausted - leave us alone - we can survive without another widening, painting, directing...we would appreciate the end - let us live our life without all the turmoil, dirt, confusion...

Judith Duffy
jud.duffy@verizon.net
Westminster, CA 92683

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RESPONSE TO PUBLIC COMMENTS (PC)-D

Response to Comment Letter PC-D1

Comment PC-D1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-D2

Comment PC-D2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-D2-2

All reasonable and feasible noise abatement will be constructed, as described in the Final EIR/EIS and final Noise Abatement Decision Report. Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Responses – Air Quality and Health Risks.

Comment PC-D2-3

Caltrans and OCTA have developed design options to the build alternatives, as discussed in Chapter 2 of the Final EIR/EIS, to avoid many of the community concerns/impacts identified during the Draft EIR/EIS public comment period; however, your recommended alternative does not meet the purpose and need of the project as described in Chapter 1 of the Final EIR/EIS. Please also see Response to Comment PC-D2-2.

Please see Common Response – Impacts to Businesses.

Response to Comment Letter PC-D3

Comment PC-D3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall.

Response to Comment Letter PC-D4

Comment PC-D4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-D5

Comment PC-D5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The I-405 Improvement Project will not be applying for a Conditional Letter of Map Revision from FEMA to change the Special Hazard Zone Designation.

Response to Comment Letter PC-D6

Comment PC-D6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Caltrans and OCTA appreciate your personal sacrifices during construction of the SR-22 WCC Project. Caltrans and OCTA are responsible for providing a world-class transportation system in

Orange County. The project corridor is one of the busiest stretches of freeway in the nation and, in 2009 (existing condition), there were 4 million hours of delay within the project area alone. This is expected to increase to 22 and 90 million hours of delay in 2020 and 2040, respectively. Every year that projects are delayed results in substantial additional delay and diversion of traffic from the freeway onto the local streets. Because of the magnitude of resources that have been spent in the project area in the last decade, it is reasonable to anticipate a brief respite subsequent to construction of the proposed project; however, the project area will always be high on the list for receipt of transportation funds based on the projected levels of delay within the project area.

The No Build Alternative results in greater congestion, resulting in further degraded air quality and MSAT emissions. Construction of any of the build alternatives would reduce congestion both on the mainline and on local streets and improve air quality.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3.

Caltrans has found no literature, studies, or evidence that property values decreased because the freeway was widened near homes. It should also be noted that your property is located approximately 1,000 ft (i.e., 12 rows of houses) north of where worst-case sound levels were predicted to increase up to 2 dBA directly adjacent to I-405, compared with the future No Build Alternative. Sound levels at your property would likely increase less than 1-dBA, which is imperceptible to the human ear. Soundwalls will be constructed throughout the project area, as described in the Final Noise Abatement Decision Report.

Please see Common Responses – Preferred Alternative Identification, Almond Avenue Soundwall, Air Quality, Health Risks, Property Values, and Noise/Noise Analysis.

Comment PC-D6-2

Bridges and overcrossings within the WCC Project area would not be affected. Without continuing the additional lanes north of Valley View Street, a new bottleneck would be created that would degrade freeway operations south of Valley View Street.

Comment PC-D6-3

As described in Chapter 5 of the Final EIR/EIS, public notice for this project included mail notification, public outreach to community groups, businesses, and the cities, as well as notification via newspaper advertisements (i.e., English, Spanish, and Vietnamese), e-mail notifications, and various local media (i.e., television and print stories). Public notice for the project has exceeded all legal requirements.

Response to Comment Letter PC-D7

Comment PC-D7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Responses to Comments PC-A17-1 through PC-A17-12.

Response to Comment Letter PC-D8

Comment PC-D8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-D9

Comment PC-D9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-D10

Comment PC-D10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-D11**Comment PC-D11-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. As described in Chapter 2 of the Final EIR/EIS, Alternative 3 was selected as the Preferred Alternative. Please also see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-D12**Comment PC-D12-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3; however, it should be noted that the project corridor is one of the busiest stretches of freeway in the nation and, in 2009 (existing condition), there were 4 million hours of delay within the project area alone. This is expected to increase to 22 and 90 million hours of delay in 2020 and 2040 under the No Build Alternative, respectively. Although the proposed project would substantially reduce hours of delay in 2020 and 2040, there would still be a substantial increase in hours of delay from the existing condition. Future improvements will be necessary within the corridor to maintain/reduce the hours of delay beyond 2040.

Please see Common Responses – Preferred Alternative Identification and Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

Response to Comment Letter PC-D13**Comment PC-D13-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

We appreciate the concerns expressed about limited access to the Express Lanes in Alternative 3 and continuous access to the HOV lanes on SR-22. Under Alternatives 1 and 2, continuous access would be provided to the HOV lanes on I-405 within the project limits. Limited access to the Express Lanes in Alternative 3 is necessary to manage the Express Lanes to the target volume described on page 2-20 of the Draft EIR/EIS and to limit toll evasion.

Please see Common Responses – Opposition to Tolling for an explanation of the change in HOV eligibility. Please also see Common Response – Identification of Preferred Alternative.

Comment PC-D13-2

We acknowledge the opposition to the proposed tolled Express Lanes in Alternative 3. Please also see Common Response – Opposition to Tolling. With respect to the purpose of the toll component of the Express Lanes, the Draft EIR/EIS demonstrates that the purpose is to provide funding for implementation of the Express Lanes (see Draft EIR/EIS, Table 1-10) and to increase vehicle throughput and speeds in the corridor and reduce delay (see Draft EIR/EIS, Tables 3.1.6-6 through 3.1.6-8).

Response to Comment Letter PC-D14

Comment PC-D14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-D15

Comment PC-D15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-D16

Comment PC-D16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-D17**Comment PC-D17-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Based on the analysis provided in Chapters 3 and 4 of the Final EIR/EIS, no project-related environmental effects were identified that would substantially differentiate the build alternatives other than the operation and implementation of the toll component of Alternative 3. Please see Common Responses – Preferred Alternative Identification, Opposition to Tolling, and Measure M Funding.

Comment PC-D17-2

Please see Responses to Comments GL1-1 through GL1-26.

Response to Comment Letter PC-D18**Comment PC-D18-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-D19**Comment PC-D19-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

We appreciate your concerns for improvement in the corridor. Based on the traffic data, there is not a strong directional split of traffic on I-405 in the project area. Consequently, reversible lanes have not been included in the project. The Draft EIR/EIS (see page 2-39) includes many alternatives in Section 2.2.7, Alternatives Considered but Eliminated from Further Consideration, that provide elevated lanes and transit facilities.

Response to Comment Letter PC-D20

Comment PC-D20-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

We appreciate your concern. All of the build alternatives include a new entrance ramp from eastbound Euclid Street to I-405 southbound. This ramp will reduce the queuing on Ellis Street that occurs nearly every morning as described in the comment.

Response to Comment Letter PC-D21

Comment PC-D21-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The planning and design phases for large transportation projects take many years. The WCC Project will not be completed until 2015. Waiting until then would push construction of the I-405 Improvement Project from 2015 to approximately 2020, resulting in the traffic conditions within the corridor described for the 2020 No Build Alternative.

Comment PC-D21-2

Project-related construction and operational air quality and noise effects were analyzed in detail in the project Air Quality Technical Study and Noise Study Report. As described in Sections 3.2.6 and 3.2.7, project-related emission and noise levels associated with the Preferred Alternative would be less than the future No Build Alternative.

As described in Section 3.1.4.2, based on preliminary engineering, no acquisitions of homes are anticipated. All reasonable and feasible noise abatement will be constructed, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report. Please see Common Response – Noise/Noise Analysis.

Response to Comment Letter PC-D22**Comment PC-D22-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-D22-2

Caltrans and OCTA acknowledge your preferences among the alternatives.

Comment PC-D22-3

HOVs meeting the occupancy requirement for the Express Lane in Alternative 3 would use the Express Lanes free. For a discussion of the need to raise the occupancy requirement to three persons per vehicle, please see Common Response – Opposition to Tolling.

Comment PC-D22-4

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall and Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property.

Response to Comment Letter PC-D23**Comment PC-D23-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Caltrans and OCTA appreciate your personal sacrifices during construction of the SR-22 WCC Project. Caltrans and OCTA are responsible for providing a world-class transportation system in Orange County. The project corridor is one of the busiest stretches of freeway in the nation and, in 2009 (existing condition), there were 4 million hours of delay within the project area alone. This is expected to increase to 22 and 90 million hours of delay in 2020 and 2040, respectively. Every year that projects are delayed results in substantial additional delay and diversion of traffic from the freeway onto the local streets. Because of the magnitude of resources that have been spent in the project area in the last decade, it is reasonable to anticipate a brief respite subsequent

to construction of the proposed project; however, the project area will always be high on the list for receipt of transportation funds based on the projected levels of delay within the project area. The No Build Alternative results in greater congestion, resulting in further degraded air quality and MSAT emissions. Construction of any of the build alternatives would reduce congestion both on the mainline and on local streets and improve air quality.

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